

Meeting Summary of the SANBAG Board of Directors

San Bernardino Associated Governments ■ 1170 W. 3rd St., 2nd Floor, San Bernardino, CA 92410 ■ (909) 884-8276
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■ Coming soon: Construction of railroad grade separations

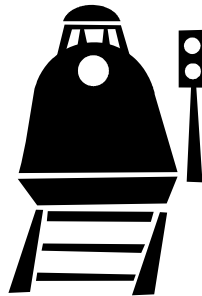
Waiting at railroad crossings may soon be a thing of the past at selected locations across the San Bernardino Valley, thanks to actions taken by the SANBAG Board of Directors.

Board members authorized SANBAG staff to advertise for construction bids for the grade separation at State Street/University Parkway in San Bernardino and for construction services for grade separations at Ramona Avenue in Montclair and Hunts Lane, which spans Colton and San Bernardino. Grade separations are projects to divide surface streets from railroad tracks, usually by building bridges over or under the tracks or by rerouting the tracks over or under the streets.

SANBAG likely will begin advertising for construction bids for the State Street/University Parkway project in early 2007 and begin construction in April or May. Work should take 18 to 24 months and cost about \$23.5 million. Right-of-way is being acquired now for the project and should be complete by the end of this year.

Firms will be asked to submit statements of qualifications for construction services for the Ramona Avenue and Hunts Lane projects. These projects will be combined into one contract, which will include construction management, materials testing and construction staking and surveying.

Advertising for construction bids for the Ramona Avenue project should occur early next year, with work to follow by mid-year. The \$14 million construction effort should take about 18 months. The Hunts Lane project will follow the Ramona work and begin construction in early 2009. The work will take 16 to 18 months and cost an estimated \$16.5 million.



■ Firm to prepare EIR for Highway 395 realignment

Preparation of an Environmental Impact Report for the realignment of US Highway 395 soon will be underway with the aid of Ultra Systems Environmental, Inc. Board members approved an 18-month, \$650,000 contract with the Irvine-based firm.

The EIR will examine several potential highway alignments through Adelanto, Hesperia, Victorville and the County of San Bernardino. Using technical studies and substantial public outreach, a preferred alternative is expected to be selected in 2008.

The preferred alternative will give each of these jurisdictions the information they need to preserve right-of-way along the future corridor. The jurisdictions can include the alignment in their general plans and use land-use authority to prevent development within the right-of-way.

The EIR work is part of a larger environmental study that Caltrans is performing to upgrade the highway to a four-lane divided roadway.

Work on the EIR is expected to start late this year and conclude by mid-2008.

■ Brown, Jenkins receive five-year awards

Board members commended Data Program Administrator Cameron Brown and Clerk/Receptionist Sherry Jenkins for their five years of service to SANBAG.

President Dennis Hansberger presented pins to Brown and Jenkins during the meeting and thanked them for their tenure to the agency.



Down the road . . .

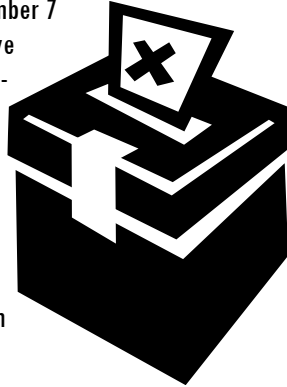
- Oct. 11: Administrative Committee, 9 a.m.
- Oct. 12: Major Projects Committee, 10:30 a.m.
- Oct. 17: Route 30 Dedication to Martin Matich, 10 a.m.
- Oct. 18: Plans & Programs Committee, 12 noon
- Oct. 19: Commuter Rail Committee, 12 noon
- Oct. 20: Mountain-Desert Committee, 9 a.m.

SANBAG takes positions on ballot measures

Board supports Propositions 1A, 1B

The SANBAG Board of Directors took action to support, oppose or remain neutral on a variety of propositions on the November 7 ballot. SANBAG Intergovernmental and Legislative Affairs Director Jennifer Franco provided information about Propositions 1A, 1B, 1C, 1D, 1E, 84, 87 and 90. Public Information Officer Cheryl Donahue followed with a presentation about projects that could be considered for funding through Proposition 1B, if it passes.

This month's *Street Smart* gives a summary of the propositions and the action taken by the Board on each of the measures.



Support Positions

- **Proposition 1A** would make it more difficult for the state legislature to suspend Proposition 42, the sales tax on gasoline, in time of budget crisis. To suspend Prop 42, the governor must issue a proclamation, require a 2/3 vote of both the Senate and the Assembly, require repayment with interest within three years and allow the suspension to occur only twice in 10 consecutive fiscal years. No further suspensions of Prop 1A could occur until prior suspensions had been repaid in full.

- **Proposition 1B**, the Transportation, Air Quality and Port Security bond, would generate \$19.925 billion statewide for highway projects, port infrastructure, local streets, public transit, railroad grade separations, school bus retrofit and other programs. Within the corridor mobility category, which totals \$4.5 billion, projects must be ready to begin construction by 2012. See list at right for candidate projects — the types of projects that could be considered for funding if the bond passes.

Oppose Position

- Proposition 90 would amend the state constitution to restrict the use of eminent domain and would require government agencies to pay extensive, unspecified amounts to property owners whose land is acquired through eminent domain. If Prop 90 passes, the cost for property acquisition to build and complete transportation projects may rise significantly, Franco said.

Neutral Positions

SANBAG took neutral positions on five propositions, since these issues do not focus on transportation. These propositions include 1C, Housing and Emergency Shelter; 1D, K-12/University Facilities; 1E, Flood Prevention; 84, Water Quality, Safety and Supply; and 87, Tax on California Oil for Alternative Energy.

Proposition 1B Candidate Projects

SANBAG and Caltrans District 8 have developed a list of projects that could be funded if Proposition 1B passes this fall. This list reflects the type of projects that may be eligible for funding under the guidelines that have been set by the California Transportation Commission. Candidate projects include:

- Reconstruction of six interchanges along the Interstate 10 corridor east of Interstate 15. These interchanges were be an early phase of work prior to the ultimate widening of I-10 between Ontario and Redlands. Construction of the some of the interchanges could start next year. The cost estimate is \$250 million; \$192 million has been identified for this project.
- Addition of a westbound lane on Interstate 10 between Yucaipa and Redlands to relieve traffic congestion. Construction could start in 2010. The estimated cost is \$36 million of which \$5 million has been identified.
- Widening of six miles of Interstate 215 through San Bernardino. The project includes a general use lane and carpool lane, wider bridges and new entrances and exits. Work is set to start in early 2007 and likely will cost \$640 million. About \$508 million has been identified in funding.
- Reconstruction of the D Street, E Street and Stoddard Wells interchanges and widening of the Mojave River bridge at Interstate 15 in Victorville. Construction could start by 2010 and is estimated to cost \$113. A total of \$68.4 million in funding has been identified.
- Construction of a new interchange at La Mesa Road/Nisqualli Road in Victorville to provide a new east-west route and relieve congestion at Bear Valley Road. Work could start by 2009. The estimated cost is \$70 million; \$28.5 million has been identified toward this cost.
- Widening of the Interstate 215/Interstate 15 interchange in Devore to reduce this significant traffic bottleneck. If design-build authority could be secured, this project could be ready for construction in 2012. The cost is an estimated \$202 million. About \$40 million has been identified.